

## VISITOR TRANSPORTATION SYSTEM SURVEY RESULTS

VTS ID: 48

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Name of the NPS Unit:	National Capital Parks-Central			VTS Group:	Surface
Name of VTS:	Hains Point Shuttle			NPS Region:	National Capital
Respondent's Name:	Nelson Hoffman			Annual Visitors:	6,094,875
Respondent's Title:	Concessions Specialist				
Respondent's Phone:	(202) 485-9696	Fax:	(202) 426-9696	E-mail:	nelson_hoffman@nps.gov

## Section 1: How is the VTS Service Provided?

1.1 In what year VTS service first provided?	1991	1.6a Contract Term (years):	0
1.2 Who currently manages the VTS service?	NPS	1.6b Contract Start Date:	
1.3 Who currently operates VTS service?	NPS	1.6c Contract End Date:	
1.5a Concessioner Name:			
1.5b Concessioner Address:			
1.5c Concessioner Telephone:	( ) - 0		

## Section 2: What Kind of VTS Service is Provided and what is the Frequency and Performance of the VTS?

2.1 What type of vehicles are used to operate the VTS Service?

2.2 Does the VTS service always operate along a fixed or consistent route or routes?

2.3 What are the names, round trip mileage, trips per day, % peak season trips in which vehicles are (1) filled to capacity, (2) beyond capacity and riders are left behind, and (3) operate on time (within 5 minutes of scheduled time)? (See Table B for service frequency per day of the week).

Route	Route Mileage	Peak Season Trips per Day	Off Peak Season Trips per Day	Percent Capacity Trips	Percent Refused Trips	Percent Ontime Trips
Van / Hains Point	3.2			50	95	

2.4 If not a fixed route, How is the path of the VTS route determined?

2.5 Times per season that VTS service failed to operate due to an equipment shortage?

2.6 Times per season that VTS service failed to operate due to an operator shortage?

## Section 3: What is the Purpose of the VTS Service?

3.1 Is the VTS the sole means of public access into the park or park unit?

3.2 Rate each of the following attributes as to their degree of relevance to the VTS Service:

Visitor Enhancement Rating:	Medium	Cost Effectiveness Rating:	Does Not Apply
Resource Protection Rating:	High	Sustainability Rating:	Does Not Apply

3.3 What is the primary purpose of VTS?

## Section 4: When Does the VTS Service Operate?

4.1 Is the service year around?

Current Year Start Date:

Next Year Start Date:

Current Year End Date:

Next Year End Date:

4.2 Peak Demand Start Date:

Low Demand Start Date:

Peak Demand End Date:

Low Demand End Date:

## Section 5: How Does the VTS Service Operate?

5.1 Does the VTS Operate on a fixed schedule?  If No, Describe How Trips are Determined:

5.2 Is Schedule Adjusted Weekly?

5.4 Is Schedule Provided to Operators?

5.3 Is Schedule Adjusted Daily?

5.5 Is Schedule Available to Visitors?

## Section 6: What is the VTS Rolling Stock?

6.1 Who provides the vehicle/vessel equipment?

6.2 Total Fleet Size:

6.3 Number of vehicles or vessels operated in service at a single time?

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6.4 Do any vehicles employ alternative fuels?

No

Alternative Fuel Type:

## Section 7: What Facilities Does the VTS Use?

7.1 Is there an inventory of VTS facilities?

No

7.2 Who owns the VTS facilities?

Wholly Owned by NPS

## Section 8: Who Uses the VTS Services?

8.1 Are passenger counts kept regularly?

No

If so, how often are the counts made?

8.2 Please provide the average daily number of passenger boardings

## Section 10: How Much is Charged for Using the VTS Service?

10.1 Is a Fare charged to use the VTS Service?

No

10.2 Does Fare vary according to Season, day of week or time of year?

No

10.3 Does Fare Vary between adults and children?

No

10.4 Please Provide Fares for the VTS System

	Peak Season				Off Season			
	Peak Day		Off Peak Day		Peak Day		Off Peak Day	
	Adults	Children	Adults	Children	Adults	Children	Adults	Children
Van / Hains Point								

## Section 11: What are the Revenue and Operating Costs for the VTS Service?

11.2 Does NPS financially support the VTS in any way?

Yes

11.3 Does NPS or Treasury receive payment from VTS Contractor/Concessioner?

No

11.3 Basis for Payments Received:

Percent of Gross Revenues:

11.3 Other Basis for Payments Received:

11.4 Does VTS receive funds from sources other than NPS?

No

Please provide Operating Revenue, Cost, Funding Sources:

Revenue/Cost	FY 1996	FY 1995	FY 1994	FY 1993	FY1992
Fare Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Operating Cost	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Concessioner Fees	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NPS Support for VTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Payments to NPS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Revenue Sources	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

## Section 12: What are the VTS Liability and Safety Programs?

Collision Coverage:

\$0.00

Collision Premium:

\$0.00

Comprehensive Coverage:

\$0.00

Comprehensive Premium:

\$0.00

Property Coverage:

\$0.00

Property Premium:

\$0.00

Public Liability Coverage:

Public Liability Premium:

Medical Coverage:

\$0.00

Medical Premium:

\$0.00

Other Insurance:

Other Premium:

\$0.00

Total Premium:

12.2 Who pays Insurance?

NPS

12.5 Who conducts substance abuse screening?

12.3 Who pays Operator Ins.?

No

12.6 Who conducts safety training program?

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12.4 Who pays special license?

Drivers

12.7 Who maintains substance abuse program?

Yes

12.4 Who screens operator history?

Who regulates VTS vessels and crews?

12.8 Number of injury claims in past 5 yrs?

0

## Section 13: What are the VTS Maintenance Procedures?

13.1 Is there a written Maintenance Program?

Yes

13.2 Are there written Hazmat Program procedures?

Yes

13.3 Is there a written Maintenance Training Program?

Yes

13.4 Is there a written Safety Program for VTS maintainers?

Yes

13.5 Is AC Brake Certification required?

Yes

13.6 Are federal (e.g., OSHA) Records Maintained?

No

13.7 What is the number of Shopped Vehicles per day on a typical peak visitor season?

0

13.8 What is the number of preventable maintenance road calls made during FY 1996?

0

## Section 14: What Future Plans are there for VTS Service

Planned Mods:

No

Plan Reports:

No